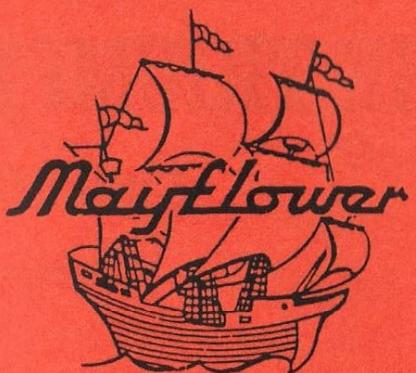


# Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 1998 No. 89



# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

## Club Officials for 1998-99

CHAIRMAN	Peter Benfield Low Beck, Cow Lane, Middleton Tyas Richmond, N. Yorks DL10 6RG
VICE CHAIRMAN	Tony Booth 1 Parkside, Hensington Gate Woodstock, OX20 1UR Tel: (01993) 811642
GENERAL AND MEMBERSHIP SECRETARY	John Oaker 19 Broadway North Walsall, West Midlands WS1 2QG Tel: (01922) 633042
NEW SPARES SECRETARY	John Gogay Cherry Hinton, Orchard Way Wilmington, Kent DA2 7ER Tel/Fax: (01322) 221493
SECONDHAND SPARES SECRETARY	Jim Smethurst 18 Beech Grove, Ashton, Preston PR2 1DX Tel: (01772) 726519
MAGAZINE EDITOR/ TREASURER	Phil Benson 4 Dunlin Close, Redhill, Surrey RH1 5HJ Tel: (01737) 772202
RALLY SECRETARY	Howard Pryor 12 Park Road, High Barnet, Herts EN5 5SQ Tel: 0181-440 8623
CLUB HISTORIAN	Steve Coulman 23 Park Street, Messingham Scunthorpe, S. Humberside DN17 3RU Tel: (01724) 762061
ORDINARY MEMBER No. 1	John Oglesby
No. 2	Forbes Alexander
No. 3	Martin Bishop
No. 4	Paul Norton

*When writing to a committee member and you require a reply, please enclose a  
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not  
as a full-time occupation, so when contacting them other than by letter, please ensure that  
you choose a reasonable time of day*

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*Cover: American members Glenn Grossklaggs and Leyland Felix at this year's rally*

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



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EDITORIAL

# Millenium looms

THE CLOCKS will have gone back in England and we will be well into Autumn with no evening daylight by the time you read this. Not my favourite time of year, however, for those lucky few of you in the Southern Hemisphere, Spring is here and the 'Flowers' are coming out again. Enjoy yourselves.

We had a great summer over here, with a couple of super rallies that are well documented elsewhere in this magazine. We had quite a few overseas visitors and their families over here this year. I hope you enjoyed our company as much as we enjoyed yours.

The 'Millenium' looms — and in the UK that means the end of 'Leaded' petrol. As yet there is no clear indication of what will replace it for use in classics such as ours.

The additives on sale at present all seem to get unfavourable reviews to date. I live in hope that a usable one turns up soon, preferably from the likes of BP or Shell so that it gets instant credibility.

The strip-down of NTA 178 was completed this summer and the car — whoops, the bodyshell — has

## FOR SALE TRIUMPH MAYFLOWER

1952

DARK GREEN - RUNS

(REQUIRES £180 WORTH  
OF PARTS AND WORK  
FOR MoT)

£450 — INCLUDES MANY  
SPARE PARTS

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gone off (to the professionals) for preparation and painting.

The inner rear wheel arches were found to have minor rust and these will be welded up at the same time. I'm hoping to get it back in gleaming original Cotman Grey by the Christmas holidays.

The magazine is running late again. I've been very busy at work recently and when I get any spare time I'm often too tired to start typing. Besides that we have had PC problems at home that in the end turned out to be a hardware fault that needed a new board installing. I know, I know — Excuses! Excuses!

# Chairman's report

AS THE curtain descends on a lack-lustre summer here in the UK, at least Triumph enthusiasts can look back on two outstanding and never to be forgotten events unaffected by the inclement weather which seems to have dogged most of the weekends of June, July and August.

The Gaydon weekend was of course a great success and as one of the smaller clubs participating I feel we made our presence felt with the six cars on view and also the other members who came along in their Mayflowers.

We are grateful to Tony Beadle the Editor of *Triumph World* who rewarded our enthusiasm with photo coverage in the August/September edition of the magazine.

Our own 75th Anniversary rally in conjunction with the Roadsters and Renowns also proved to be a great success.

## New venue

Kimbolton was a new venue and fully justified our rally secretary's decision to go for something a little different. The accommodation for the Saturday evening at Wyboston Lakes Conference Centre was of a high order and we all had an excellent evening dinner — the friendly atmosphere helped members from all three clubs to

mix freely and enjoy each others company in a relaxed manner.

On the Sunday we had the unique sight of 19 Mayflowers — our best ever gathering — and I would like to thank all those who attended and in some cases travelled many miles in order to be present.

Once again a relaxed mood prevailed with very good use being made of Howard's bar-b-cue facilities. We all appreciated this feature and I would like to thank Howard for all the effort he put into making this the most successful and enjoyable of weekends.

## High standard

I thought that the general standards of the Mayflowers was extremely high and at the same time it was good to see some of our newer members who I hope felt the hand of friendship and advice from older established club members.

I detected a real sense of enthusiasm for our vehicle which I hope bodes well for the future.

In between these two highlights of the year, Sue and I attended the Mellerstein Rally in the Borders for the third year running where once again we met up with John Burgess, Forbes Alexander and John Miller.

We also spent an enjoyable weekend with the Scottish Rootes Association who held their first gathering at Moffat where the

showground proved an ideal meeting place.

The Saturday afternoon run was led by a band of Scottish Pipers through the town itself then taking a circular route along St Mary's Loch then bearing west along Migget reservoir to Tweedmuir and then turning south in order to return to Moffat via the Devil's Beef Tub — a most spectacular route.

Such a shame that it affected by rain for the first half followed by a few breaks in the cloud as we progressed along. Our car KSF 804 was the only Mayflower present amongst the non-Rootes vehicles but we were made to feel so very welcome by the residents of this

small town and by the Association members. We hope to attend this one again next year.

### Picnic

Apart from the Triumph World Picnic at the Chilton Open Air Museum at Chalfont St Giles on August 13 which I hope to attend, I can only say how quickly this wet summer has come and passed by.

Once again we are left with the winter months to sort out all those little jobs such as leaking windscreens that found us out this summer! I hope that all members have enjoyed this summer's 'Flowering' as much as I have. We can now look forward to 1999 when the Mayflower will be celebrating its own 50th birthday.



*Forbes Alexander's car at the Kimbolton rally*

# 1998 Rally report and news

by Howard Pryor

ALTHOUGH we have had a very wet summer the sun shone for our combined Annual Rally with the Roadsters and Renowns at Kimbolton Castle on the July 19 this year.

A total of 19 Mayflowers, 19 Renowns, 33 Roadsters, 13 guest Triumphs plus three Alvis models, a Sunbeam and a handful of others had arrived by the afternoon.

The oldest Triumph to arrive was a 1930 Super Seven which had



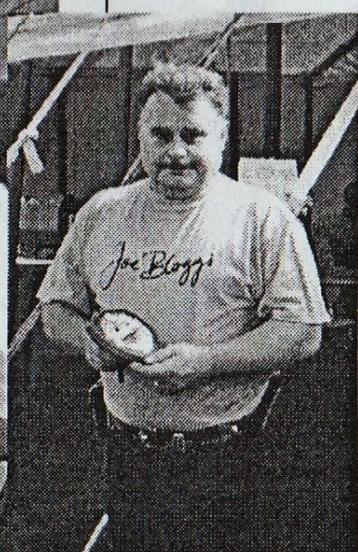
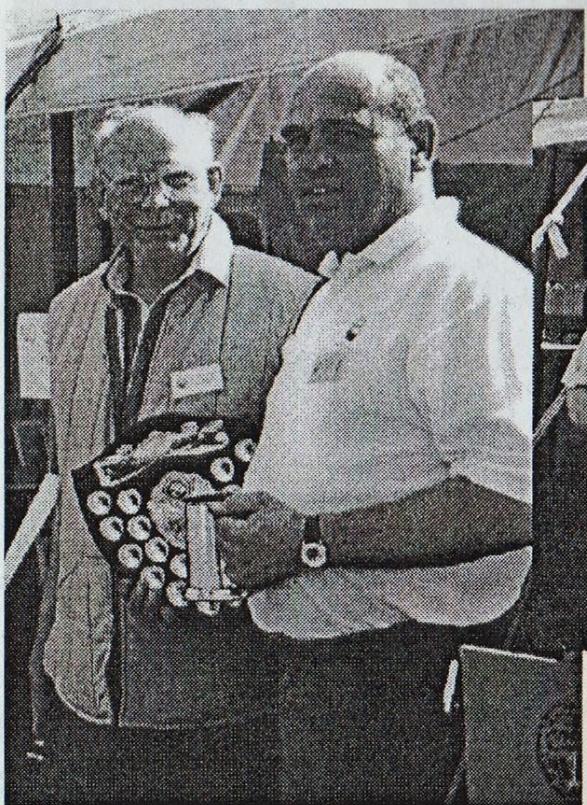
*Where's the driving test!!*

a five hour drive from High Wycombe.

Our hotly contested Club awards this year were won by the following:

*The Peter Benfield Concours Cup:*  
1st Concours, Howard Pryor, NLO 739; 2nd Concours, Alan Kormes, ASY 787; 3rd Concours, Paul Norton, HTH 719.

*Forbes Alexander Non-Concours Shield* (for the saddest looking



*From left to right: Chairman, Peter Penfield, presenting Howard Pryor with his award; Alan Kormes and Peter Norton*

Mayflower with a current MoT): Phil Benson, JBD 807 (Phil has another Mayflower under restoration as well ).

A very Creditable Distance



*From left to right: Ken McKenzie; Steve Coulman; Forbes Alexander; our American visitors; and Phil Benson, magazine editor*

Award was presented to Forbes Alexander who drove from Edinburgh, a total of 316 miles, to the Rally.

The Chairman's Cup was given to Howard Pryor and The Club

*Achievement Shield* was awarded to Steve Coulman for his excellent display of Club Memorabilia at Gaydon.

The *George Jeary Shield* was won

for the second year running by Ken McKenzie with FJR 391 a very original unrestored car. (George Jeary worked at Triumph and was involved in the Apprenticeship School, Steve

## FLOWER POWER

Coulman contacted him in 1997 to see if he would award a trophy as he would know which car was original, he chose Ken's. We again invited George this year but sadly he passed away before this year's Rally. I would like to think the Club and Mayflowers were in his thoughts as he was in ours). The *Lady Drivers Award* was not presented this year.

Two further *Special Awards* were given to our American visitors, Leyland Felix and Glen Grossklaggs, for crossing the Atlantic to attend our Rally. I would like to say your attendance this year gave our little club a truly international feel and I sincerely hope you enjoyed us as much as we enjoyed you and your families. "People Mayflowering is strong in America".

The two BBQs did extremely good this year but some people still didn't understand it is a *bring your own food BBQ*. Perhaps next year!

Thank you to everybody who contributed to Sporting Bears Kitty including those of you who also supported the raffle and tombola to enable a cheque to be given to the Bears in excess of £350. Well done and thank you.

There cannot be a rally without all those people who give up their time for organising, the general running of the day, and countless other tasks not only from our club but also from other clubs and organisations whose numbers are too many to mention, you know who you are, so thanks again!

The end of the rally was signified as advertised with a massive collective 30 second motor horn salute to 75 years of Triumph,



## FLOWER POWER

which ended the day with a memorable difference.

The rally for 1999 is already under discussion with a possibility of a four car club rally (to include the Pre 1940s) the venue is to be

the Burford Wildlife Park in the Cotswolds, the date will probably be in the middle of June. More details next issue.

Happy Mayflowering.



*A general view of the Mayflower section*



*Those visitors again!!*

# Triumph World Picnic

by Howard Pryor

ON SUNDAY September 13 I attended the Chiltern Open Air Museum Triumph World Picnic. After a few spots of rain earlier in the morning I arrived at approximately 11 am to find another Mayflower driven by Dave Stafford already there.

I pulled in next to Doug Sewell's concours winning metallic green Roadster and then Dave Stafford drove his car next to mine. With

four Renowns behind us it made rather a nice display of older Triumphs.

The day passed quickly with the sun shining all afternoon, later in the afternoon I was called out together with the Roadster and eight others to collect a prize as one of the Editor's (Tony Beadle) Top Ten.

Another nice relaxed day out, thoroughly recommended, look out for it next year and try to attend, a rally worth making an effort for, who knows maybe we will have a Club Stand if we have enough interest.

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PARTLY STRIPPED OUT

ENGINE OUT AND THOUGHT CHECKED OK

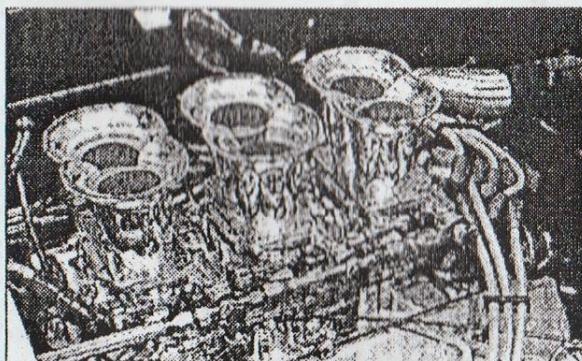
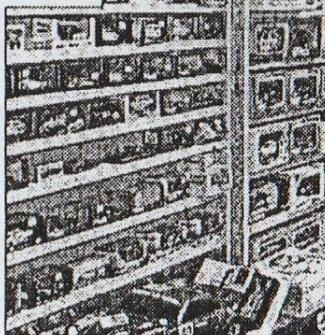
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# NOVEMBER PROMISE

"The November International Classic Motor Show promises to be the best yet" said Exhibition Manager Mike Kennington. "We have more Car Clubs, Trade Stands and Autojumbler than ever before. So we should be able to satisfy most visitor's interests".



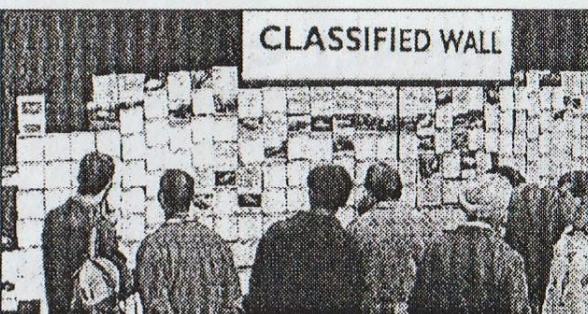
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\*Transaction fee-50p per booking



THE INTERNATIONAL  
**CLASSIC**  
MOTOR SHOW

The NEC, Birmingham

**7-8 NOVEMBER 1998**

LETTERS

# Mo made it

Dear Ed

My first thoughts are to say a great big word of thanks to those persons who arranged the Kimbolton rally. All three clubs excelled in my opinion. It was a great rally.

It was a pity that more members did not turn up with their Mayflowers. Wasn't it great to see some overseas friends. In the end no-one asked me to drive my car to the rally so I drove it up myself.

My original rubber mats attracted some attention, and they are so easy to clean — just open up both doors and put a hosepipe in!

I had my doubts about Mo making it to Kimbolton at first, because of a loose fan belt. Lots of play so I was on tenterhooks all the way — more later.

During the show at Kimbolton I got around and looked at a few of the other Flowers present. For once I was speechless. The quality of the cars on show, should make us all feel very proud. I know what I've got to aim for if I ever start to renovate Mo.

The two cars next to me were excellent. One had had a £600 respray and the other showed mine up no end. There was also a burgundy one parked next to Howard Pryor's award winner. Which of those would I rather

steal? Whenever I went near I felt those beady eyes on me! Perhaps I'll go in disguise next time.

I found the overall show very spaced out, but well presented. There were a lot of really good Classic Cars on show, and on the whole I enjoyed being able to see them as well as just our own Triumphs.

Many members of the public came up to speak to us Mayflower owners and gave a very good response to the cars. Everyone seems to remember the Mayflower. My only problem was that the day went too fast and I didn't get to do as much as I had hoped or intended.

## Ladies

What about the ladies present? Did they have enough to see and do to keep themselves out of mischief?

I always wonder if we could do something more to keep them entertained. A Treasure Hunt perhaps?

We left Kimbolton and set off down the A1 South on the journey home. Surprise, surprise — we were overtaken by a couple of Roadsters, then on the stretch through the Hatfield tunnel, I showed them what Mayflowers are made of and left them in a cloud of dust — who said Mayflowers are slow!

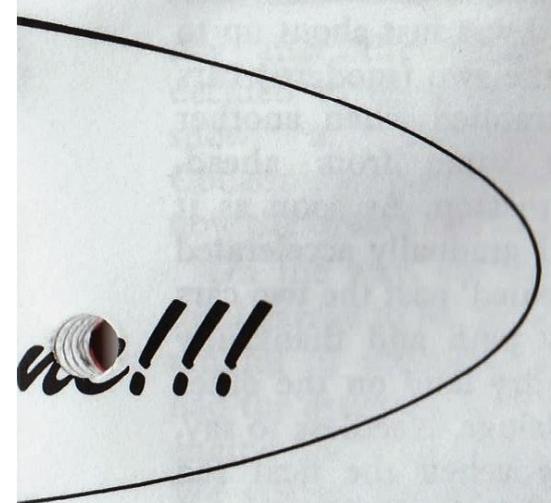
Alas, I'll not get such performance for much longer. From my next fill up I'm going to

I said I wanted  
an automatic re.l



One of Standard-Triumph's old archive pictures showing the Main Storage D  
Coventry, dat

POWER



at Gravel Pits, Ryton on Dunsmore, off the Coventry-Oxford road just outside  
5th April 1953

use unleaded fuel, so no doubt will lose power a touch. I'm sure there will be no problems — famous last words. If I do then I'll have to ask some of those friendly chappies out there if they have got a spare engine. Whatever the news, I'll keep you informed.

I know why the public have such a high regard for Mayflowers. The other day I got caught in a very very heavy rainstorm. I carried on with my journey, blissfully unaware that a mile or so further on the roads were more or less completely flooded. As I got closer, I could see a couple of cars that had already conked out right in the middle of the flood. Not wanting to

go the long way round, I decided to take a chance.

I drove slowly and steadily into the water and was just about up to the rear of the two (modern) cars that were stranded when another modern car came from ahead, forcing me to stop. As soon as it was passed, I gradually accelerated away and 'floated' past the two cars blocking my path and thankfully reached the dry land on the other side of the deluge. Needless to say, when I approached the next red traffic lights, I had no brakes!

### **Another day**

I have had another big day out with Mo this year, which was the



*Dave Stafford's Mayflower, Mo*

**DON'T FORGET NO SPARES IN NOVEMBER!!!**

day after the flood incident. I decided to go with a friend to a show at Loosely Park in Godalming Surrey. Fortunately by now the brakes had dried out okay.

On the way, we stopped at my local garage to fill up with the first tankful of unleaded. Of course I had the usual visions — what if the engine blows up straight away etc. We started along the A3 heading west towards Loosely, where there is a well known ice cream factory. I hadn't booked into the show, but I followed the advice of one who shall remain nameless, who suggests just turning up at smaller shows and trying it on. In this case it worked and I got in okay.

As I arrived I heard strange noises coming from the engine bay. Oh no! Is the engine blowing up? I decided to ignore it for now and enjoy the show.

It was a lovely day. The sun shone. Although the ground was a bit on the muddy side. There was a good selection of cars, too many to mention them all.

Two Roadsters, two Renown types and one Mayflower were the worth of our types. I need more support from you Mayflower owners in the area next year.

This is a good show with lots of arena events, that are not connected with cars. There is plenty of shopping (and spending)

for the wives. Yes it's truly an underestimated show.

Time to go! As we left the noise was still there, soon it was getting worse. We found a place to stop and that was when we discovered that the fan belt was 'kaput'. Luckily I had a spare in the boot and we were soon on our way home again.

### **Another thing**

One more bad thing happened that day. For the last few miles home on the A3 Mo was in a traffic jam. It took four hours for a journey that should have taken less than 90 minutes.

Mo behaved beautifully. Even running on the unleaded fuel. I do get a bit more pinking than I used to so I shall have to experiment with retarding the ignition a bit. I'll let you know how we get on, and yes I did get another spare fan belt, thanks to John Gogay who surprised me with the speed I received it. Thanks for the great service John.

Hope to read about some of your adventures, so come on put pen to paper and tell us your stories, with photos. I'm off to China in November 1998. Are there any Mayflowers there? I'm just sorry that I can't call in to Japan to visit our new member over there, nice car!

Happy motoring to you all. Be seeing you.

*Dave Stafford*

LETTERS

## Jubilee's exit

Dear John (Oaker)

I enclose the form from Flower Power completed. I sold my car, Jubilee, to the club for scrap along with all the new and secondhand spares in March.

I would like to wish the club every success in the future and I also enclose my Spares Loan

receipt, which I would like to donate to the club funds.

My driving days are ending because of eyesight failure (I did not pass the MoT).

Many thanks to the committee members and best wishes to the friends I made through the club which I joined in March 1974 as a young lad you know.

*Yours sincerely,*  
*Bert Lacey (121)*

### **IMPORTANT NOTICE**

#### **THE SPARE PARTS SERVICE WILL NOT BE AVAILABLE IN NOVEMBER**

Please make sure any urgent items are ordered before November 2nd

## **1953 TRIUMPH MAYFLOWER FOR SALE**



Six year restoration project. Finished two years ago  
Now in concours condition (well, it was runner-up 2 years ago)

A very reluctant sale. Please ring for full details

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**LETTERS****75th Anniversary  
thanks**

Dear John (Oaker)

Thank you for your letter of 6th June and the very kind comments within it. I have passed the letter to my team of marshals, who were all impressed.

As you will no doubt be aware, they put in a lot of work on the day and rarely get any thanks. Now they know that their work is appreciated and are pleased that it all appeared to go so well.

Personally I look forward to the next occasion when I can work with all Triumph clubs again. It has been my personal ambition for several years to pull the clubs together, but until recently it was not supported to any degree by the TSSC.

If there is anyway in which I, or my team can help your club in the future, you only have to ask.

Thank you once again. Here's to the future.

*Kind regards, Mike Crewes  
Triumph Sports Six Club*

**LEFT-HAND DRIVE  
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Now in stock

*From the Spares Secretary*

**WANTED****YOUR  
LETTERS**

Please send your stories about anything connected with our cars to the Editor together with any photos. Help make your magazine the best

**More thanks and  
money!!**

Dear Peter (Benfield)

Following the hugely successful Triumph 75th Anniversary at the Heritage Motor Centre in May, we have now finalised all accounting and are delighted to be in a position to donate to each club the sum of £100.00 and have pleasure in enclosing a cheque.

We now look forward to hosting the third annual event for this very popular marque in 1999 and will advise you as soon as we have finalised our Special Events Diary for 1999.

Once again, may I take this opportunity of thanking you for all your hard work and support resulting in a splendid celebration and we look forward to working again with you next year.

*Kind regards, Jane Roche  
Special Events Organiser  
British Motor Industry  
Heritage Trust*

# Membership and Vehicle Details

Member No.	Expiry date	Name and address	Phone Number	Commission Number	Current Car reg & condition	Date first registered	Colour now ext/intern (original)
0	hon						
2	hon						
3	hon						
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55	3-98						
60	3-99						
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262	Hon.						
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I hope that the information on list is correct. As the secretary I could have made one or two errors. If I have please let me know. You may find it interesting just browsing through. You may find it useful for contacting

## FLOWER POWER

a fellow member or vehicle owner who lives near you. If you could make any additions to the list about your vehicle's details please contact me.

If, for any reason, you do not want your name and/or address published in future editions of *Flower Power* please let either John Oaker, club secretary, or Phil Benson, magazine editor, know and they will adhere to your request.

If there are any other details about our cars that you would like to share with other members please let us know so that we can act on your suggestions.

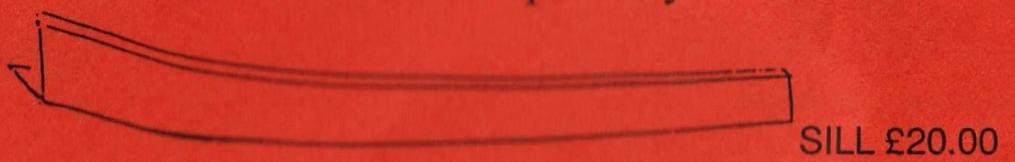
P.S. — May this list also be a reminder to those of us who have not yet paid our 1998-99 membership subscriptions which were due on April 1st 1998 (members in **bold** type are **overdue**). Please note that members who are not fully subscribed as of October 31st 1998 will not receive any further issues of *Flower Power* or be entitled to purchase spare parts. Subscriptions are: UK £20; Overseas £26. Any members in USA or Canada who would like to pay in dollars (U.S.) should make a personal cheque payable to J. Gogay for \$44.00.



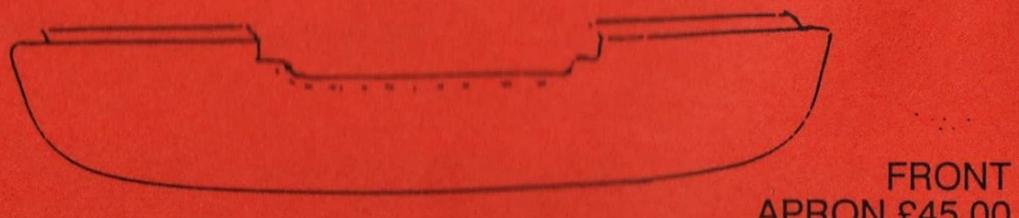
*Can anyone help? This top secret photograph of a Mayflower during its development days has come to light. Note the different position for the indicators and the four foot chimney on the driver's side for alternative steam power!! An answer in the next issue maybe!!*

# Classic Car Sills

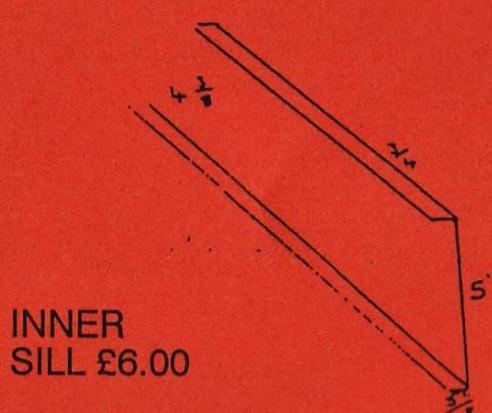
Parts for the Triumph Mayflower



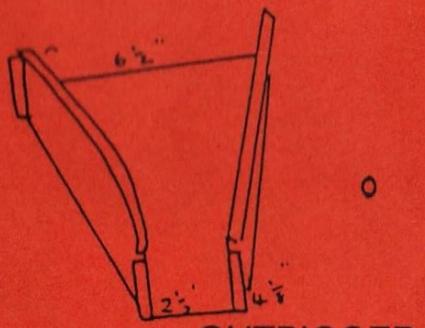
SILL £20.00



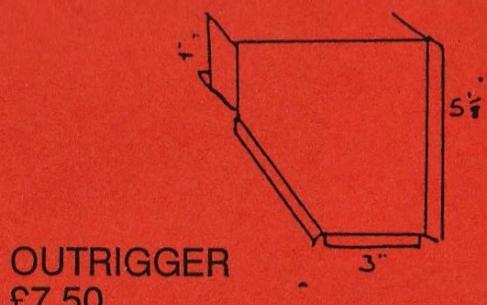
FRONT APRON £45.00



INNER SILL £6.00



OUTRIGGER £7.50



OUTRIGGER £7.50



REAR SPRING CHASSIS £7.50

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